

MORRISTOWN REGIONAL PLANNING COMMISSION

Agenda March 13, 2018



Call to Order

I. Approval of February 13th, 2018 Minutes

II. Old Business: none

III. New Business:

1.) Text Amendment: Off-street parking requirements for industrial zones

2.) Annexation: Howard Allen Road

3.) Annexation: Progress Parkway

4.) Road Vacating: Howard Allen Road

4.) PUD Approval: Villas West Phase II

5.) Driveway Name: Villas West Phase II

6.) Rezoning: Urban Growth Boundary (tabled from February)

Administrative Approvals:

Burger King Subdivision – 1 lot into 2

Shops at Merchants Greene Resubdivision of Lot 1

Adjournment

*The next meeting of the Morristown Regional Planning Commission is scheduled for April 10, 2018 at 4:00 pm.
The deadline to submit applications for this meeting is March 19, 2018.*

Morristown Regional Planning Commission

Minutes

February 13, 2018

Members Present

Chairman Jim Beelaert

Vice Chairman Bill Thompson

Commissioner Wanda Neal

Commissioner Jack Kennerly

Commissioner Frank McGuffin

Commissioner Bob Garrett

Mayor Gary Chesney

Others Present

Steve Neilson, Planning Director

Josh Cole, Planner

T. Phillip Carlyle

Sandip Patel

Billy King

William Robinson

Randy Corlew

Members Absent

Commissioner Sylvia Hinsley

Secretary Rose Parella

Chairman Jim Beelaert called the meeting to order and invited anyone who wished to join the Commission in an Invocation and the Pledge of Allegiance to do so.

I. Chairman Beelaert called for the approval of the January 9th, 2018 minutes.

Mayor Chesney made a motion for approval of the January 9th, 2018 minutes and it was seconded by Commissioner McGuffin. Upon voice votes, all Ayes.

II. Old Business: None

III. New Business:

MASD-2167-2018: Progress Parkway Extension

Planning Director Steve Neilson discussed the request for Preliminary Plat approval to extend Progress Parkway to Howard Allen Road, a distance of approximately 1,600 feet. In addition, the City is improving an existing gravel drive directly to the north to improve the marketing of the surrounding property. The proposed road extension is located within the East Tennessee Progress Center. The property is zoned Heavy Industrial District (HI) and the petitioner is the City of Morristown.

The proposed roadway is 28 feet wide with four foot shoulders within a 100 foot wide right-of-way. Under the Subdivision Regulations, this roadway would be classified as a "local roadway." This requires a minimum 28 foot wide roadway within a right-of-way with a minimum width of 66 feet. The roadway extension meets these minimum standards and matches the existing Progress Parkway roadway design. As part of this project, Howard Allen Road will be elevated approximately 20 feet to match the new grade of the Progress Parkway.

Staff recommended approval of this request.

Commissioner McGuffin made a motion for approval of this Preliminary Plat and it was seconded by Vice Chairman Thompson.

Voting Results: 7 yes; 0 no. Motion carries.

MASD-2113-2018-: Roadway plans for Durham Landing

Planning Director Steve Neilson discussed a request of Preliminary Plat approval of the Durham Landing Subdivision. The proposed 2,150 boulevard will provide access to the new Public Works facility and to the proposed Community Center. The boulevard will run from Merchant's Greene Blvd. to Howell Road. The property is zoned Intermediate Business District (IB) and the petitioner is the City of Morristown.

The proposed roadway consists of two 11 foot wide travel lanes, a 10 foot multi-use trail, a five foot sidewalk, and a 10 foot median all within a 75 wide right-of-way.

Staff recommended Preliminary Plat approval.

Mayor Chesney made a motion for approval of this Preliminary Plat and it was seconded by Commissioner Neal.

Voting Results: 7 yes; 0 no. Motion carries.

MASD-2159-2018: Stone Haven Final Plat

Planning Director Steve Neilson discussed the request for Final Plat approval of the Stone Haven Subdivision, a 24-lot 24.75-acre subdivision located off of Brights Pike. The property is currently zoned Medium Density Residential District (R-2). The proposed lots range between 9,602 and 36,064 square feet. This subdivision received Preliminary Plat approval in June 2017.

The subdivision is substantially complete. The streets are at grade and have a binder surface. The utilities have been constructed and inspected by MUS. The remaining work includes sidewalks, surface pavement, and street signage. A bond of \$211,500 has been calculated by the City's Engineering Office for the remaining work.

Staff recommended approval of this request.

Vice Chairman Thompson made a motion for approval of this Final Plat and it was seconded by Commissioner McGuffin.

Voting Results: 7 yes; 0 no. Motion carries.

MASD-2160-2018: Pope Road Resub Lots 1 and 3

Planning Director Steve Neilson discussed the request for Final Plat approval for the Pope Road Subdivision located between Southern Railway railroad and the Omatex Corporation. Randy Corlew is acting on behalf of property owners Aharon Zigelnick and Billy King.

The Planning Commission granted the first subdivision request to this project in 2014 which created three lots from one 11 acre tract. King Collision is located on Lot 1, two buildings were reconstructed on Lot 2 and Goodwill Industries is located on Lot 3.

In 2016, the owner made application for another subdivision which required that a site plan for the planned unit development be approved by the Planning Commission prior to the plat being recorded. The site plan went before the Planning Commission in October 2017 and was approved with a landscape variance subject to all parking/travel areas being paved.

The applicant now seeks final approval of the plat which will combine two buildings onto one lot and create a new lot along Pope Road.

Staff recommended approval of this subdivision as submitted providing the following bond amounts are approved by Public Works and the Planning Department for work yet to be completed. A bond is needed to complete all paving for parking, a fire hydrant, and the landscaping.

Commissioner Neal made a motion for approval of this Final Plat and it was seconded by Vice Chairman Thompson.

Voting Results: 7 yes; 0 no. Motion carries.

REZN-2158-2018: Rezoning from A1-C1 in the UGB

Planning Director Steve Neilson discussed the rezoning request located within the City's Urban Growth Boundary form Mr. Alvy Couch for his property at 3887 South Davy Crockett Highway. Currently zoned Agricultural/Forestry (A-1), Mr. Couch is seeking a Commercial (C-1) designation for his business.

The 2.25 acre site is located behind Raimondi Carmel Apple factory and north from Lakeway Auto Salvage. The property fronts South Davy Crockett Parkway. Surrounding properties are all zoned A-1, the exception being the paint shop directly across 25E which is zoned C-1.

Three commercial buildings occupy the site, all between eight and nine thousand square feet in size and all used for large commercial vehicle storage, the exception being the northern most building which has an office in the front.

As this is an existing commercial business development fronting a major arterial street and the uses contained on site will not adversely impact the surrounding properties, Staff would normally be in favor of the commercial rezoning. However, building permits issued by the County reflect the buildings were built as accessory structures, which does not suggest commercial use of the property.

Staff recommended tabling the request until additional information on the property is submitted.

Mayor Chesney made a motion to table the item until the next meeting and it was seconded by Commissioner Kennerly.

Voting Results: 7 yes; 0 no. Motion carries.

NEW STREET NAME-Request for private street name of Orange Oak Lane

Planner Josh Cole discussed the request for a new private street name. Per Title 16 of the City Code, the Uniform Street Naming and Addressing Ordinance; the Regional Planning Commission is asked to review and approve any new street names brought before our E911/GIS Department. The proposed private street will be utilized for 3 triplex units off of Brights Pike. The naming of the street will make it easier for emergency services personnel to locate the units on this street, thus increasing public safety. Following a review of the names that were submitted by the property owner, the GIS Department and Morristown-Hamblen 911 recommended the name Orange Oak Lane.

Staff also recommended the request of this private street name be approved.

Commissioner Kennerly made a motion for approval of this request and it was seconded by Mayor Chesney.

Voting Results: 7 yes; 0 no. Motion carries.

TEXT-2163-2018: Amendment to the Local Business District (LB)

Planner Josh Cole discussed the recommended Local Business District (LB) text amendment. The changes proposed in this district are consistent with terminology that is used in other districts. There are no changes to the building height or setback requirements.

Staff began the review of this district by looking at the intent of this district, which is to allow uses that serve the nearby residential neighborhoods and do not generate any additional traffic into such areas. Staff decided to modify the description of this district to better meet this intent. The new description is as follows:

The Local Business District (LB) is located to provide limited commercial and personal service facilities of a convenience nature, servicing persons residing in adjacent residential areas without adversely impacting the residential character of the area. Commercial uses should be in the scale and character with adjacent residential uses and do not encourage the generation of additional traffic from outside the area.

Similar to what was approved last month in the Intermediate Business District (IB), we combined many of the limited practice offices currently permitted into a new “Business, Professional, or Government Office (Limited Practice)” use. The new definition utilizes existing limited practice office language found elsewhere in the ordinance by limiting the number of individuals working at an office to five at any given time with four engaging in the practice and one support staff.

A new “Retail Sales Establishment (Limited Service)” use was created to encompass the less intense retail uses appropriate for this district. This new definition limits the floor space to two-thousand five hundred square feet. Additionally, a limited service restaurant use replaces the typical restaurant use. This new use has total customer seating not exceeding forty. An inventory of the current retail establishments and restaurants in this district found the vast majority falls under this threshold. Those that are currently exceeding this threshold would be considered grandfathered.

Two new uses are added to this district: car wash and home occupations. Currently, car washes are not a use permitted in the district, however, it was discovered that they are present and it is believed that this use does meet the intent of the district by serving those living in the local residential areas. Since residential uses are allowed, home occupations also need to be included as a use; however, a proposed home occupation must meet the conditions set forth in section 14-228 Home Occupations prior to approval. Most of the uses permitted on review have been removed.

Staff recommended approval of the proposed text amendment.

Vice Chairman Thompson made a motion for approval of this Local Business District (LB) text amendment and it was seconded by Commissioner Kennerly.

Voting Results: 7 yes; 0 no. Motion carries.

The meeting was adjourned.

Respectfully submitted,

Rose Parella

Secretary

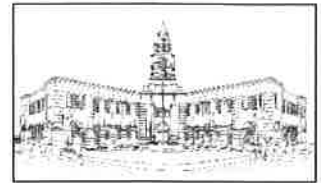
RP/jc

DRAFT

City of Morristown

Incorporated 1855

DEPARTMENT OF COMMUNITY DEVELOPMENT & PLANNING



TO: Morristown Regional Planning Commission
FROM: Josh Cole, Planner
DATE: March 13th, 2018
SUBJECT: Text Amendment –Industrial Use Off-Street Parking Requirements
Section 14-216-3.f

BACKGROUND:

This is a request by the Industrial Development Board (IDB) to amend the Off-Street Parking Requirements for Industrial Uses (Section 14-216-3.f).

Currently, the ordinance requires one (1) parking space per five hundred (500) square feet of total floor area. The IDB is seeking to amend the off-street parking to be based on employment numbers instead of floor space, which they state is an old standard for more labor intensive industries. As technology and automation increases, many industries may have a large building footprint but do not need nearly the number of parking spaces that the ordinance currently requires. For example, Project Ruby came before the Board of Zoning Appeals this past June for a variance to the required parking for this exact reason.

Their proposed amendment is as follows:

One and one quarter (1.25) parking spaces for every one (1) employee on the largest work shift, plus one space per company vehicle.

As seen below, many other cities in the region have similar employee based parking requirements instead of being based on square footage.

Other Cities:

Athens

Bristol

Chattanooga

Cleveland

Greeneville

Johnson City

Kingsport

Industrial Use Off-Street Parking Requirements:

One and half (1.5) spaces for each two (2) employees employed on the largest work shift, plus one (1) space for each business vehicle

1 parking space per employee

1 auto parking space for every 2 workers on the combined 2 largest successive shifts

1/employee +1/250 sq ft office space

One (1) space for each two (2) employees in the largest shift

One (1) space per two (2) employees on the largest shift

One space per 1.5 employees on major shift, plus one space per company vehicle and piece of mobile equipment

Knoxville	0.75 per employee at the largest shift
Mt. Juliet	One space for each 1,500 square feet of gross floor area or one space for each three employees during the largest shift, whichever is greater
Oak Ridge	3 per 4 employees, computed on the basis of greatest number of persons employed at any one shift during the day or night, or 1 per 667 square feet of useable area, which is greater

RECOMMENDATION:

After reviewing off-street parking requirements elsewhere and in order to be competitive with other cities in the region, staff recommends approval of the proposed text amendment.

City of Morristown

Incorporated 1855

DEPARTMENT OF COMMUNITY DEVELOPMENT & PLANNING

TO: Morristown Regional Planning Commission
FROM: Josh Cole, Planner
DATE: March 13th, 2018
SUBJECT: Text Amendment –Industrial Use Off-Street Parking Requirements
Section 14-216-3.f

14-216.3 OFF-STREET PARKING REQUIREMENT:

f. Industrial Uses: ~~One (1) parking space per five hundred (500) square feet of total floor area~~

One and one quarter (1.25) parking spaces for every one (1) employee on the largest work shift, plus one space per company vehicle.

Industrial Development Board of The City of



P.O. Box 9 • 825 West First North St. • Morristown, TN 37815 • Ph. 423-586-6382

March 5, 2018

Mr. Steve Neilson
City of Morristown
P. O. Box 1499
Morristown, TN 37816

Dear Steve:

It is my understanding that an issue has been raised regarding parking requirements for manufacturing and industrial related companies located in the City of Morristown. And in light of this, City planning staff is now reviewing the requirements with plans to recommend changes to the Planning Commission.

The current City requirements base parking on the square footage of the industrial building. This is a somewhat old standard based on industries that were more labor intensive. Companies today have more automation and therefore fewer workers per square foot of building.

I respectfully request that you consider changing the required number of parking spaces for industrial companies to 1.25 spaces for every 1 employee normally employed on the largest working shift, as well as adequate company vehicle and visitor parking. This should allow for satisfactory parking at any facility – new or expanding.

Thank you in advance for your consideration. Please feel free to contact me if you would need to discuss further.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Marshall Ramsey', written over a horizontal line.

Marshall Ramsey
Secretary

MR/jb

Cc: Mr. Tony Cox

City of Morristown

Incorporated 1855

DEPARTMENT OF COMMUNITY DEVELOPMENT & PLANNING



TO: Morristown Regional Planning Commission
FROM: Lori Matthews, Senior Planner
DATE: March 13th, 2018
SUBJECT: Annexation Request

BACKGROUND:

The City of Morristown is currently working in tandem with Mrs. Linda Robinson who is the property owner of 1755 Howard Allen Road, Hamblen County Tax Parcel ID #061 005.01, to purchase and annex said property into the corporate limits of Morristown with a zoning designation of HI (Heavy industrial).

Annexation of this two acre parcel will fill one of two gaps within the City's East Tennessee Progress Center located adjacent to Exit 8 and 'The Downs' development in south Morristown. The East Tennessee Progress Center (ETPC) is a 900 acre industrial park started in mid-1990's, hence, Staff's request to recommend industrial zoning upon annexation rather than rezone the property at a later date.

The dwelling and accessory structures currently in place will be razed to make way for the extension of Progress Parkway from its current terminus behind Kock Chicken. Howard Allen Road will also be abandoned in full (that portion currently within the City) to provide access north for the Progress Parkway extension.

Morristown Utilities will serve as provider of electric and sanitary sewer with Witt Utilities providing sanitary sewer service to this area. No additional right-of-way is to be included. No additional Fire or Police personnel will be needed.

RECOMMENDATION:

Staff is in favor of this annexation and zoning designation and would ask that the Planning Commission forward it on to City Council for approval.



DEPARTMENT OF COMMUNITY DEVELOPMENT & PLANNING



TO: Morristown Regional Planning Commission
FROM: Lori Matthews, Senior Planner
DATE: March 13th, 2018
SUBJECT: Annexation Request

The City of Morristown is currently working in tandem with the developer of 'The Downs at Wallace Farms' at Exit 8 to annex Hamblen County Tax Parcel ID # 032057 11604, which is comprised of three separate lots. The lots were created with the construction of Progress Parkway for the East Tennessee Progress Center. The northern most lot behind the existing Weigel's convenience store and Steeplechase Lane is being prepared to accommodate a truck refueling center.

Morristown Utilities will serve as provider of electric and sanitary sewer with Witt Utilities providing sanitary sewer service to this area. No additional right-of-way is to be included. No additional Fire or Police personnel will be needed.

Staff is in favor of this annexation and zoning designation and would ask that the Planning Commission forward it on to City Council for approval.



City of Morristown

Incorporated 1855

DEPARTMENT OF COMMUNITY DEVELOPMENT & PLANNING



TO: Morristown Regional Planning Commission
FROM: Lori Matthews, Senior Planner
DATE: March 13th, 2018
SUBJECT: Street to be Abandoned

A handwritten signature in blue ink, appearing to be 'Lori Matthews', written over the 'FROM' line of the letterhead.

BACKGROUND:

The City of Morristown has initiated abandonment proceedings for that portion of Howard Allen Road which exists within the City limits. This abandonment is needed as it will be part of the Progress Parkway extender north.



Howard Allen Road varies in width from west to east approximately ten feet, from a right-of-way width of 30 feet to 50 feet then to a 40 foot right of way nearing Witt Road. Approximately 3,500 linear feet of this street from the corporate limits to its terminus with Witt Road is needed to be vacated in order to construct the Parkway extender.

RECOMMENDATION:

Staff recommends that portion of Howard Allen Road within the City limits be abandoned as submitted.

City of Morristown

Incorporated 1855

DEPARTMENT OF COMMUNITY DEVELOPMENT & PLANNING



TO: Morristown Regional Planning Commission
FROM: Lori Matthews, Senior Planner
DATE: March 13th, 2018
SUBJECT: Villa's West II – Approval of PUD Site Plan and Private Drive

BACKGROUND:

A request has been submitted to the Planning Department for construction of the second phase of an existing residential (planned unit) development to be located on North Bellwood Drive immediately north of Villa's West Phase I. Property owner and applicant(s) is Mr. Phillip Carlyle.

Zoning regulations stipulate that all multi-building development site plans be reviewed and approved by the Regional Planning Commission prior to construction.

Villas West Phase I, located behind the Morristown Honda dealership is a 3.5 acre, 21 building (42 unit) single-family residential development approved in early 2016 and completed in 2017. The developer acquired the 5 acre tract which adjoins Phase I to the north and is proposing construction of Phase II which will include 25 buildings (46 units). Plans indicate 2 parking spaces to be provided, one located within the garage. Phase II will be accessed by a 50 foot wide private drive (Timberly Cate Court) which tees into the existing driveway of Phase I (Villa Way). A sidewalk will be extended from Phase I along North Bellwood. Stormwater detention is to be located along the northwest corner of the property.

Both phases of this development are zoned R-2 (Medium Density Residential) which limits density by minimum lot size requirements for total number of units/beds. Phase II will have approximately 9 dwelling units per acre.

*In addition to site plan approval, the applicant requires approval from the Planning Commission of the new private drive into the development which they hope to call Timberly Cate Court. E911 and the City's GIS department have both given their approval to this naming convention.

RECOMMENDATION:

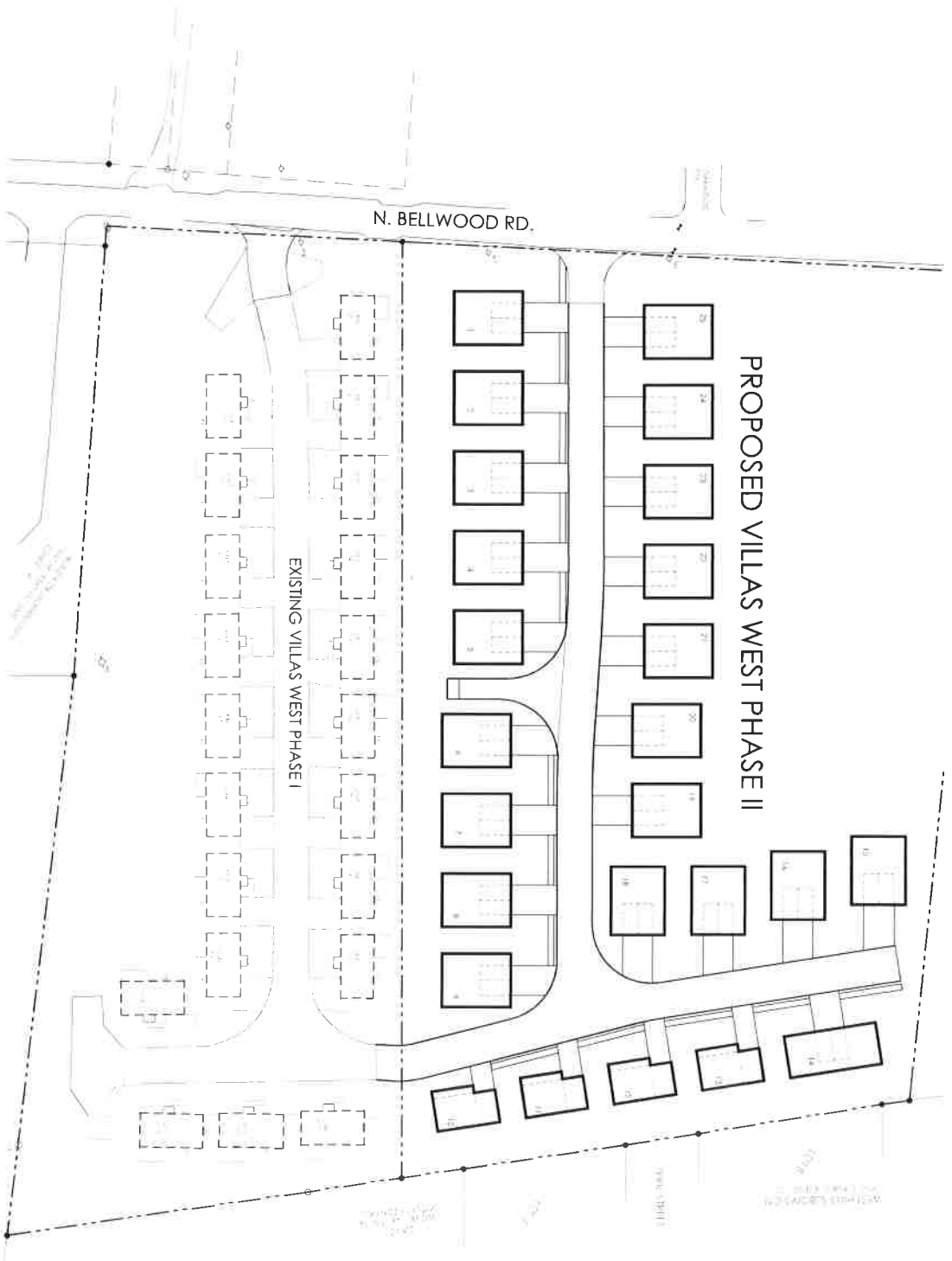
Staff is in favor of this residential planned unit development and of the naming convention for the access off of North Bellwood Drive and would ask the Planning Commission to approve both items as submitted.





VILLAS WEST I & II

A NEW RESIDENTIAL DEVELOPMENT BY:
T. PHILIP CARLYLE



City of Morristown

Incorporated 1855

DEPARTMENT OF COMMUNITY DEVELOPMENT & PLANNING



TO: Morristown Regional Planning Commission
FROM: Lori Matthews, Senior Planner *LM*
DATE: March 13th 2018
REQUEST: Rezoning Request in Urban Growth Boundary

BACKGROUND:

City staff has received a rezoning request located within the City's Urban Growth Boundary from Mr. Alvy Couch for his property at 3887 South Davy Crockett Highway. Currently zoned A-1 (Agricultural/Forestry), Mr. Couch is seeking a C-1 (Commercial) designation for his business.

The 2.25 acre site is located behind Raimondi Carmel Apple factory and north (across Spencer Hale Drive) from Lakeway Auto Salvage. The property fronts South Davy Crockett Parkway. Surrounding properties are all zoned A-1, the exception being the paint shop directly across 25E which is zoned C-1.

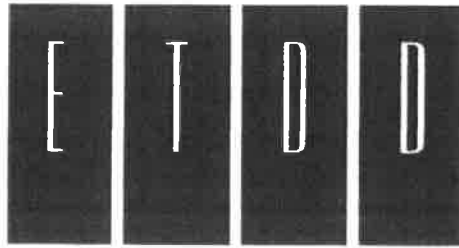
Three buildings occupy the site, all between eight and nine thousand square feet in size and all used for commercial large motor vehicle storage, the exception being the northern most building which has an office in the front (Life Care).

RECOMMENDATION:

A memorandum (attached) from the County expresses support for this rezoning request with which City Staff concurs, therefore, Staff asks that the Morristown Regional Planning Commission recommend this rezoning request be granted by the Hamblen County Commission.







EAST TENNESSEE DEVELOPMENT DISTRICT

Planning Advisory Service • P. O. Box 249 • Alcoa, TN 37701 • (865) 233-7202

To: Lori Mathew, Planner, City of Morristown
From: Joe Barrett, Hamblen County Staff Planner
Date: February 21, 2018
Subject: Rezoning Request from A-1 to C-1 District, Couch Property,
Tax Map 50, Parcel 69.07

The applicant has requested property be rezoned from an A-1, Agricultural-Forestry District to a C-1, Commercial District. This is considered an "*up-zoning*" or rezoning from a less restrictive district to a more restrictive. The requested district for the rezoning request permits strictly commercial/retail/service types of uses whereas the current zoning district has a broad range of low intensive, low density uses. After evaluation of the request it is the opinion of staff that the rezoning request is:

- Consistent and compatible with the land use activities in the general vicinity.
- Consistent with the transition to more intensive commercial activities in the area under commercial zoning districts.
- The proximity to the existing road should afford adequate access, adequate services, and minimal traffic impacts.
- The permitted uses in the requested district affords the "*highest and best use*" of the property.

If you have any questions or comments, please call me at your convenience at 865-273-6003.